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RIVER AND STEAMBOAT MATTERS.

PORTLAND TELEGRAPH LINE.

Office at Portland, Delme's Drug Store, on the wharf.
Office at Shippingport, in the Canal Office.
Office at Louisville, Union Telegraph Office.

(By the Louisville, Shippingport, and Portland Line.)

PORTLAND, March 4.

The Alvin Adams arrived at 8 o'clock. Passed the Highflyer at Blue River.

WM. LAMB, Captain.

PORTLAND, March 4, 9 P. M.

The Sultana left at 7:30. The Adams arrived at 8. The David White, Alvin Adams, Jno. Briggs, and Empire are in port.

SHIPPINGPORT, March 4, 9:30, P. M.

The following boats have passed through the canal to-day: Defender, Madison, Wm. Baird, W. B. Terry, New York, and Mariner bound up, and the Moderator, R. F. Sass, Argyle, Glendale, and Dove bound down. Also one pair of ice boats and five or six pairs of coal boats. The steamers Gov. Powell and J. H. Cohn are waiting to come in, and the Cremona turned back to New Albany for some freight.

The river had fallen about 3 inches in the twenty-four hours up to last evening. The old mark at the head of the canal indicated 7 feet water, but there is about a foot more water, but there is about a foot more water for steamboats. It commenced raining about dark last evening.

The steamer Fairy Queen, bound to Nashville, got on the rocks at the head of the canal about daylight this morning. Mr. Cummings got her off last evening.

For New Orleans.—The David White has delayed her till noon to-day. The White is a safe boat and has splendid accommodations. Capt. McGill; her commander, is a model of officer. While he exercises every care for the safety of those who trust themselves under his charge, he is kind and attentive, and has his passengers sumptuously provided for. Capt. Christ. Damon and James Smith are the pilots, and two better pilots never turned a wheel.

The Jacob Strader is the mailboat for Cincinnati to-day, the Emma Dean is the Carrollton packet, and the Delegate and Rosalie are up for Pittsburg.

The Chancellor, another excellent boat, leaves also for New Orleans to-day.

The Monarch, probably the finest of the Cincinnati and New Orleans packet, leaves the city wharf at 10 o'clock this morning.

The Statesman and J. W. Cheesman are up for St. Louis, the Wm. Knux for the Tennessee river, and the Chattanooga for Nashville.

The Northern.—We have received a dispatch from Capt. Jas. F. Smith, of the splendid Memphis packet Northern. She passed Evansville at 7 o'clock, last evening, will arrive this evening, and leave for Memphis to-morrow evening. She has on board 200 bales of cotton for Cannellton.

IMPORTANT TO SUMMER TOURISTS.—The season is rapidly approaching when hundreds and thousands of Southerners will flee their sultry homes and in the cool shades of the North seek pleasure and society. It is important to all such that they be advised as to the most pleasant route of travel, that they may experience all of the delights and none of the discomforts of being away from home. There is one route which we can recommend as being above all others in agreeable associations, freshness, and novelty. That is up the lakes from Niagara Falls, and into the possessions of Queen Victoria on the Canadian side of the St. Lawrence.

Arriving at Montreal the traveler will find a magnificent hotel in the St. Lawrence Hall, which is the largest in that city, and in immediate proximity to all the most interesting objects. It has recently been enlarged and greatly improved.

Mr. Baker the very agreeable and gentlemanly agent of the Lake Ontario and St. Lawrence Steamboat Company, at Niagara Falls, is now in the city. He intends visiting the South, and we hope will succeed in attracting much of the summer travel over his really delightful route.

The neighborhood of Broadway and Fulton and Nassau streets, New York, was thrown into great alarm early Sunday evening by a loud explosion. Upon investigation the cause was found to proceed from the store of Macy & Jenkins, 146 Fulton street, where a quantity of gunpowder exploded, violently bursting out the front and rear doors and windows of the lower story of the building, and scattering the splinters and fragments across Fulton street, to the great peril of persons in the vicinity. Fortunately, none of the passers by were injured. The affair is quite mysterious. There has evidently been a diabolical plot of some sort.

The Anzeiger des Westens, a German paper in St. Louis, in arguing the policy of emancipation in Missouri, gives statistics of population showing that slavery has only a nominal existence in one half of the State. There are twenty-two counties, with a white population of about 100,000, that average only 47 slaves to each county. There are twenty-five other counties, with 121,000 whites, that average only 210 slaves to each county. In the whole State there are only twenty-nine counties containing more than 1,000 slaves.

HEAVY ROBBERY.—On Wednesday, the 18th ult., Mr. Charles Clark was attacked on the road about two miles east of Augusta, Hancock county, Ill., by two men, who, after wounding him with a knife and pistol, robbed him of \$645 in gold, mostly in \$20 pieces. The villains left Mr. Clark for dead, but we are glad to say that he is now recovering.

PREMIUM CROPS OF POTATOES AND CORN.—The quantity of corn and potatoes per acre was not given in Dr. Barbour's report of those crops published last week.

The quantity of corn was 100 3-4 bushels and potatoes 103 1-2 barrels per acre. The potatoes were of the white Neshanaw variety.

RESIGNATION.—We understand that the Rev. H. M. Denison has tendered to the Vestry of St. Paul's Church his resignation as rector of that parish. This action of the distinguished and able clergyman has caused profound sorrow among his numerous congregation. Ill health has caused Mr. Denison's resignation.

MR. BUCHANAN'S INAUGURAL.—An abstract of this document will be found in our telegraphic column.

HIDES AND LEATHER.—It is stated that Buenos Ayres hides—the best quality in market—now sell in New York for 34½ cents per pound, while last June the price was 23 cents. This is a rise of fully 60 per cent. in eight months, though the present supply is not less than usual at this season of the year.

IRON IN ABUNDANCE.—The Ironton (Ohio) Register informs us that there is now 7,200 tons of pig iron lying on the bank of the river in that town. Its value is \$220,000, and the quantity in cords is about six hundred.

HEAVY FAILURE.—We understand that Mr. Wolfe Samuels, late a merchant of this city, but now residing in New York, has made a consignment. His liabilities are said to amount to \$180,000. The creditors mostly reside at the East.

Herbert S. Dallan, of Paducah, graduated at the Albany (N. Y.) Law School. He read dissertation on the "Distinctive characteristics of the Civil and Common Law."

The road across the Isthmus of Tehuantepec, connecting the Gulf of Mexico and the Pacific, has been finally completed and a line of stage will be immediately put in operation.

The brig Wm. Clark has been seized at New Orleans, suspected of being engaged in the slave trade.

There were no less than six fires in Baltimore last Sunday, and all from incendiaries. No great damage, however, was done.

THE REMAINS OF DR. KANE.—To Arrive This Evening.—We have received a despatch from Capt. Mather, dated at Evansville, announcing that the Woodford, with the remains of Dr. Kane, will reach this city this evening at 5 o'clock.

The steamer will not arrive until too late for the reception ceremonies to occur until the next morning. We presume that, after the procession has passed through the city, the remains will be conveyed to the mailboat, to be taken to Cincinnati. It will be seen by the following correspondence that the President of the Mail Company has tendered the use of their steamers for the escort:

LOUISVILLE, March 3, 1857.
To Dr. T. S. Bell, of the Committee—
DEAR SIR: Allow me to tender you the use of the steamer Jacob Strader or Telegraph No. 3 for the conveyance of the remains of Dr. Elisha Kent Kane and escort from here to Cincinnati.

Yours, very respectfully,
Z. M. SHERLEY,
President Louisville and Cincinnati Mail Line.

To Z. M. Sherley,
President Louisville and Cincinnati Mail Line:
SIR: In reply to your note of the 3d inst., tendering the use of one of your boats for the conveyance of the remains of Dr. Kane and escort, I am authorized by the committee to accept your kind and generous offer.

Respectfully yours,
JOHN BARBEE, Mayor.

THE TREATY WITH MEXICO.—The intelligent Washington correspondent of the New York Courier & Enquirer writes under date of Feb. 28:

The agents of the associated press will have apprised your readers of a part of the extraordinary provisions of Mr. Forsythe's treaty. But it is not correct that he had no authority to make an arrangement of this character. He was specially instructed to make a treaty for the better regulation of commerce and mail communication. He was not authorized to make a loan, and there is a very deep significance in his having attempted to do so. Such a design, successfully carried through, would be almost equivalent to the annexation of Mexico. It would put her in the position of a client and debtor, utterly unable to pay, and at the mercy of the patron and creditor, bent upon the acquisition of his estate. It is almost incredible that Mr. Forsythe should have tendered a loan to Mexico upon the pledge of revenues which have been again and again mortgaged to foreign creditors. There must be other securities named in the treaty. The suspicion is general, and certainly is reasonable, that a mortgage has been taken upon some Lower California, Sonora, and the Isthmus of Tehuantepec.

The President has the power of amending the Treaty in any way he thinks proper before laying it before the Senate. He may refuse to do so, or he may alter it. I think he will strike out the provisions in regard to the loan, and submit the *propos*, thus mutilated, to the judgment of the Senate.

It is the most alarming symptom of the decay and utter imbecility of Mexico, that her rulers should have been willing to enter into a scheme like this. It is sustained wholly by the argument that, unless this loan be made, Comonfort's administration must succumb to the clergy, and within a year the sway of the priests will be supreme in the capital and the provinces. And it is to a calamity so direful, that the beneficent shepherd of American Democracy is invited to interest itself in the safety of the Mexican lamb. For the sake of this money the President of Mexico and his counselors are willing to purchase a precarious and feverish existence of a few years, to be then ground into powder.

To the Editors of the Louisville Journal:
THE WATER WORKS.

ENGINEER'S OFFICE LOUISVILLE WATER COMPANY, LOUISVILLE, MARCH 3, 1857.

I beg leave through the columns of your paper, over my own signature, to make a few explanations in regard to the Louisville water works—that done, my duty to the company and the public will have been discharged, and I will drop the subject in the public prints.

It cannot be expected that the president, directors, or engineer of the Louisville Water Company have either the time or inclination to enter into a fruitless newspaper controversy with every anonymous writer who misrepresents the motives which influence their conduct, and finds fault with what they have done. Still there are certain rumors in circulation, and insinuations thrown out by anonymous correspondents in your paper, which I feel it incumbent upon me, in justification of the president, board of directors, and myself, to set right before the public.

It has been stated on the streets that I recommended certain sites for engine house and reservoir, and that the board of directors selected different ones. This is a mistake without the slightest foundation. The sites selected were, after the most careful surveys and thorough examinations, confidently recommended by me to be the best, and were unanimously adopted by the board.

It has been frequently asked why the land near the Blind Asylum was not selected as the site for the reservoir, it having been recommended by other engineers as the most eligible point. If I have been correctly informed, no accurate instrumental measurement of distances, leveling of heights, and sounding of the river shore were ever made by any other engineers. Yet there may have been. Still I am not responsible for their acts or views, but only for my own. I was not employed by the Louisville Water Company to erect an engine house and reservoir on certain designated localities. If I had been, my line of duty was a very plain one. But when I came to Louisville Mr. Harris, the president of the company, informed me that the citizens of Louisville had determined to erect water works, and had voted a liberal subscription to build them. That for his part he had no preferences for persons or places; that there was the water power of the falls, and there were the surrounding heights, and sources

of supply, and he wished me to make full and thorough examinations, careful surveys, and estimates, and select the very best sites, and recommend the best plans calculated to insure to the City of Louisville an ample, uninterrupted, and reliable supply of pure water. These were all the instructions I ever received; acting under them, and in a faithful discharge of my duty, I neither recommended the use of the water power of the falls nor the selection of the land adjoining the Blind Asylum as the site for the reservoir. The power to be used in elevating water, and the site selected for the reservoir, when their comparative advantages and disadvantages, as set forth in my report to the Board of Directors, are fully understood, I am satisfied will meet the cordial approbation of the people of Louisville.

I am confident that the water power of the falls cannot be relied upon as a certain and constant power to elevate an uninterrupted supply of water for the city of Louisville. To bring into requisition the aid of steam power, would involve in first outlay and keeping the machinery in proper repair to meet every contingency, an expenditure far exceeding the cost of the works recommended by me.

The land adjoining the Blind Asylum is high enough for a reservoir, but is without a pure supply of water, within a reasonable and convenient distance. But inasmuch as efforts have been made through the press to fix the public mind upon that particular spot, it may be expected of me to give the reasons why I did not recommend it. Without going into minute details, I will mention only a few of the prominent facts which influenced me.

To place the engine house below the mouth of Beargrass cut-off would require an inlet pipe to be laid under the stream between the main land and the towhead or Willow bar, through that bar and beyond it some two hundred feet, to reach deep and pure water, making an aggregate length of some eleven hundred feet of inlet pipe from the engine house and pumps to the source of supply.

I could not lose sight of the various casualties incidental to such a great length of inlet pipe, and the very many practical difficulties attending the cleaning it, from the fact of its being laid through a newly made and treacherous foundation; nor could I shut my eyes to the fact that Beargrass creek discharges the accumulated filth of all the slaughter-houses, butcher establishments, soap, glue, and candle factories situated upon it into the river above the mouth of the inlet pipe, making the most disgusting and poisonous compound and solution that the imagination could possibly conceive, contaminating and polluting with disease the whole source of supply. If I had disregarded these monitions, which were plain and palpable, and recommended this site for an engine house, I should have exposed myself to the censure and just indignation of the whole community.

In casual conversation I have said the lot adjoining the Blind Asylum, from its elevation and surface, would be a most admirable place upon which to build a reservoir, but I never did say there was an eligible site for an engine house and a supply of pure water within a convenient distance of it.

At the time I made the examinations and took soundings of the depth of water, the river was at its very lowest stage, and even then, the north side of Willow bar was strewn with decaying hogs' livers and other putrescent matter and offal from slaughter houses; the water was discolored with blood and slime for at least one hundred feet from the shore. When the river is higher, I am told the washings and impurities are carried out still further into the channel of the river.

It has been asked why the engine house could not be placed above the mouth of Beargrass cut-off, and the Blind Asylum lot be used for a reservoir. The answer is, that, owing to very shoal water, mud and sand bottom, and the great length of inlet pipe, which would have to be as long as in the other instance, the expense of coffer damming to lay the pipe would be much heavier; there would be very great practical difficulties in securing out and keeping the pipe free from deposit of sediment and rubbish; there would be no landing for coalboats. Besides, the bank is so low that it would require a fill of some twenty feet or more to place the pumping engines above the usual floods. An inlet pipe of such great length, from the changes of the current and channel, from navigation, floating timber, and other causes is more or less liable to accident, and if any thing should happen it during a high stage of water or a freeze of the river, it would be impossible to repair it, and the supply of water would be cut off.

After water is once introduced into a city and it has come into general use in private families, hotels, machine-shops, and manufactories, there is no computing the loss and inconvenience it would impose upon a community to be deprived of it for a single day. How much greater then would be the loss and inconvenience to be deprived of it for several weeks and perhaps for months?

The true policy is, to build the water works upon a sure, simple, common sense, and perfectly reliable plan, irrespective of local or individual interests or feelings, to insure, as far as the perfection of machinery, Ohio river, and surrounding circumstances will permit, a certain and constant supply of pure and wholesome water to the city. The sites selected by me for engine-house has at the lowest stage of the river a depth of at least twelve feet water within sixty feet of the shore. At this point the river has a clear gravel bed, washed by the current. The source of supply is as entirely free from drainage and other impurities as it is possible to obtain from the Ohio river. This site also commands an excellent flatboat landing for delivery of coal at all seasons of the year. The site selected for a reservoir is a third of a mile nearer, the engine-house than the Blind Asylum lot, which secures a very great and permanent economy of the pumping power and fuel. It has also the advantage of nearly thirteen feet greater head. There can be no doubt entertained that the very best and most reliable character of water works can be built upon the plan recommended by me and adopted by the board of directors.

An article, which appeared in the Journal several days since signed by quite a number of gentlemen, directs the attention of the public and the Water Company to the application of the water-power of the falls to water works purposes. I have been told that the names signed to that article are those of very respectable gentlemen and feeling disposed to treat all such with due courtesy, and give to the opinion of every citizen a respectful and impartial consideration, I will say to those gentlemen that the power of the falls had not escaped my attention. I have given it, in all its phases, a careful examination, and am well satisfied that its application to the intended purpose will be much more expensive and far less reliable than the plan of works submitted by me and adopted by the Board of Directors.

To speak of the application of the water-power of the falls, in general terms, is far too indefinite to form

HATS—Paris Fashion for Spring just received by
express and for sale by
PRATHER, SMITH, & CO.,
67 1/2 lb 455 Main st